

IDAHO TRANSPORTATION DEPARTMENT

DISTRICT THREE

*(ADA, ADAMS, BOISE, CANYON, GEM, ELMORE, OWYHEE, PAYETTE, VALLEY &
WASHINGTON COUNTIES)*

Project Report



July 2010

Current Report: Fiscal Year 2010-12

Projects In Design/Development

Legend

NEPA – National Environmental Policy Act

PS&E – Plans, Specifications & Estimates

(design phase is complete and project is ready to advertise to potential contractors)

The GARVEE Transportation Program uses funds from **Grant Anticipation Revenue Vehicle** bonds to expedite needed interstate improvements.



Ada County

Idaho 16, Interstate 84 to Idaho 44 Environmental Study (GARVEE)

- This project will preserve a corridor for the future 6.5-mile extension of Idaho 16 to I-84. As western Ada and eastern Canyon counties develop, the ability to move north-south traffic is a primary concern. The project will provide a vital north-south link in the Treasure Valley. Three possible routes are being considered. Right-of-Way acquisition was recently approved by the 2010 Idaho Legislature via GARVEE bonding. The Record of Decision is anticipated August 30, 2010.

Idaho 16, U.S. 20/26 to Idaho 44 (GARVEE)

- Construction of this project will extend the Idaho 16 highway from its current southern terminus, at the intersection with Idaho 44 (State Street), south across the Boise River and connect it to U.S. 20/26 (Chinden Blvd). A new major bridge, and 2.2 miles of new highway are planned for this project. Local roads will be constructed as necessary to provide access to property adjacent to this new full access-controlled facility. This project is the first phase of the eventual extension of Idaho 16 all the way to Interstate 84. Funding has been secured through the GARVEE program for the environmental, design, and right-of-way acquisition. Future legislative approval will be needed for the construction funding.

Idaho 16, Willow Creek Bridge

- This is a bridge replacement project north of Firebird Raceway. This two-lane bridge will be replaced with a three-lane structure. In this six-month project, the existing bridge at milepost 6.3 will be wider (54 feet compared to the current 36 feet). Construction is scheduled for summer 2011.

U.S. 20/26, Caldwell to Boise, Corridor Preservation

- This is a Feasibility/Access Management/Construction Phasing study involving NEPA. The study will identify future transportation improvements and determine the need for future right of way between Boise and Caldwell. U.S. 20/26 is one of the few east-west major corridors in the Treasure Valley that runs from Caldwell to Boise. The future is expected to bring mixed-use development that will transform U.S. 20/26 into an urban corridor. Several environmental documents are expected by September 2010. The study phase should be completed by Spring 2011.

Idaho 44, Corridor Preservation

- This project is a Concept/Access Management/Construction Phasing NEPA study only. The study area is between Eagle Road and Interstate 84 in Canyon County and includes the area south of Idaho 44 to the Boise River and north to Floating Feather Road. The current

preferred alternative is the existing SH 44 alignment with the exception of Middleton, which is bypassed based on their Approved Comp Plan. A corridor plan is a series of recommendations for managing and improving transportation within a specific corridor, based on a 20-year forecast. Several critical documents and proposals are currently being reviewed. The study phase should be completed by Spring 2011.

Idaho 55, Fairview Avenue to Idaho 44

- This is a five-mile (milepost 13.1-18) pavement rehabilitation project on Eagle Road (Idaho 55) between Fairview Avenue and Idaho 44. Raised medians will also be installed from Franklin to Idaho 44. Construction is expected in 2011.

Idaho 55, D3 FY10 Bridge Deck Life Extension

- This is a bridge deck crack repair, crack seal and full-width deck seal (concrete waterproofing) on three bridges in Ada and Valley counties – bridges at Lake Fork (mp 135.35), Boulder Creek (mp 130.99) and Dry Creek (mp 48.29). Construction is expected in August/September 2010. Contractor's bids will open July 13.

I-84, Cloverdale Underpass Bridge

- This is a bridge-deck rehabilitation project for the bridge, built in 1966. The top inch of the old surface will be removed, and two inches of new material put down. Construction is scheduled for summer 2011, after school has let out.

Adams County

U.S. 95 Corridor Study

- Public meetings on U.S. 95 were held in New Meadows and Council in fall 2008. The U.S. 95 Corridor Study draft corridor plan will be available for review in Fall 2010.

U.S. 95, Smokey Boulder Road to Hazard Creek

- This five-and-a-half-mile (milepost 171-176.5) pavement preservation/resurfacing project, near the Adams County Line, is currently being designed and is scheduled to advance to the PS&E stage in FY12.

Boise County

Idaho 21, Mores Creek Bridge (High Bridge)

- This project will rehabilitate the existing bridge including deck, joints, replace the bridge parapet and railing, perform work on the foundation, and other repairs. The project is expected to advance to the PS&E phase in July 2010, with construction tentatively in fall 2010.

Idaho 21, (1) Mores Creek Summit to Milepost 60, (2) Milepost 60 to Clear Creek Bridge

- The scope of these two companioned projects will include overlaying approximately 20 miles of Idaho 21. The project is expected to advance to the PS&E stage in December 2011 and construction is anticipated in spring/summer 2012.

Idaho 21, Warm Spring Creek Bridge

- This bridge rail replacement project is expected to advance to the PS&E stage in May 2010. Construction is planned for fall 2010. Bids from potential contractors open July 13.

Idaho 21, Warm Spring Creek Bridge to Canyon Creek Bridge

- This pavement preservation project has advanced to the PS&E stage, and also will include the repair of substandard guardrail. The project is expected to advance to the PS&E stage by Dec. 31, 2010. Construction is expected in summer 2011.

Idaho 21, Five Mile Creek Bridge/Culvert

- This fish-passage project is being funded through the U.S. Forest Service. The project is located near milepost 83 on Idaho 21 east of Lowman. A short-span bridge would replace the existing culvert at that location, and the project also would include stream rehabilitation. Environmental Biological Assessment study report should be completed by late July. Construction will begin in fall 2011.

Idaho 55, Payette River Bridge to Banks

- This is a pavement preservation project involving approximately 14 miles of roadway just north of Horseshoe Bend. The project is expected to advance to the PS&E stage in the first quarter of 2011 with construction anticipated in spring/summer 2011.

Idaho 55, Banks to Round Valley Rockfall Mitigation

- This is a rockfall mitigation project scheduled for Fall 2010. The project will remove loose rock from the rockfall zone and may add netting to prevent falling rocks from entering the roadway. Work will begin after Labor Day 2010, and must be completed by mid-November.

South Fork Payette River Bridge (OFF SYSTEM)

- This bridge replacement, of the old bridge over the south fork of the Payette River near Garden Valley, is slated for FY11. The old bridge has a sufficiency rating under 50. Boise County is the local sponsor.

Middle Fork Payette River Bridge, Crouch (OFF SYSTEM)

- This bridge replacement and relocation project will likely be constructed in FY11. This bridge, over the Middle fork of the Payette River, will be relocated upstream and the existing bridge will serve as a detour during construction. Boise County is the local sponsor.

Canyon County

Idaho 19, Corridor Study

- The Idaho 19 corridor plan will develop a near-term (10-year) plan that identifies current and future highway needs on State Highway 19 beginning at Caldwell and extending to Wilder, then south through Homedale to the Oregon State Line, finishing at Oregon State Highway 201. It shares the route of U.S. 95 between Homedale and Wilder. Public meetings were held in Caldwell and Homedale in mid-October 2009. The study is expected to be complete by Dec. 31, 2010.

U.S. 20/26, Oregon State Line to I-84, Corridor Study

- The purpose of the U.S. 20/26 Corridor Study is to develop a medium range plan that identifies current and future highway needs for more than 14 miles of U.S. 20/26 running from I-84 near Caldwell west to Nyssa, Oregon and the Snake River. The highway overlaps U.S. 95 for eight miles from east of Parma to Anderson Corner Road - the study for that section is addressed in the ongoing U.S. 95 Corridor Study. Public meetings were held in Caldwell and Parma in mid-October 2009. The study is expected to be complete by Dec. 31, 2010.

U.S. 20/26, Caldwell to Boise, Corridor Preservation

- This is a Feasibility/Access Management/Construction Phasing study involving NEPA. The study will identify future transportation improvements and determine the need for future right of way between Boise and Caldwell. U.S. 20/26 is one of the few east-west major corridors in the Treasure Valley that runs from Caldwell to Boise. The future is expected to bring mixed-use development that will transform U.S. 20/26 into an urban corridor. Several environmental documents are expected by September 2010. The study phase should be completed by Spring 2011.

Idaho 44, Corridor Preservation

- This project is a Concept/Access Management/Construction Phasing NEPA study only. The study area is between Eagle Road and Interstate 84 in Canyon County and includes the area south of Idaho 44 to the Boise River and north to Floating Feather Road. The current preferred alternative is the existing SH 44 alignment with the exception of Middleton, which is bypassed based on their Approved Comp Plan. A corridor plan is a series of recommendations for managing and improving transportation within a specific corridor, based on a 20-year forecast. Several critical documents and proposals are currently being reviewed. The study phase should be completed by Spring 2011.

Idaho 55 Corridor Study

- ITD is studying Idaho 55 to identify current and future needs throughout the corridor. This study will result in a corridor plan that identifies policies and projects important to the development of this major arterial over the next 20 years. The corridor originates at the Idaho/Oregon/Nevada junction with U.S. 95 and serves six counties, ending at the junction of U.S. 95 in New Meadows. The corridor is an important route that supports the regional daily commute, the long-haul trucking industry and recreational traffic. Public meetings on Idaho 55 were held in Caldwell and Homedale in late 2008, and in Marsing in April 2009. An additional meeting was held in Canyon County in September 2009. The Idaho 55 Corridor Study draft corridor plan will be available for review in Fall 2010.

Idaho 55, Snake River Bridge to Pride Lane

- This is a four-and-one-half-mile pavement rehabilitation project in the Sunnyslope area, from milepost 2.75 -7.1. Construction is expected in 2012.

I-84, 10th Street Interchange to Franklin Road Interchange, Caldwell

- This FY11 project will construct a slip ramp on westbound I-84 between the 10th Street Interchange and the Franklin Road Interchange in Caldwell. A slip ramp is a dedicated lane that does not have to merge with traffic and starts and ends between an on-ramp (10th Street) and an off-ramp (Franklin Road). This project is expected to advance to the PS&E phase in September 2010.

U.S. 95 Corridor Study

- ITD is studying U.S. 95 from the Idaho border in Owyhee County to Pinehurst at the Adams / Idaho County line. The study will result in a corridor plan that identifies important improvement projects over the next 20 years. U.S. 95 runs north to south through western Idaho. It provides an important north-south international transportation link for long-haul freight between Mexico and Canada. Recreational travelers and local traffic share the road with long-haul trucks, straining the roadway capacity as surface transportation demand continues to grow. Public meetings on U.S. 95 were held in several locations in the fall of

2008, and a meeting was held in Parma July 16, 2009. Additional meetings on access management were held in Payette July 7 and Fruitland July 8. The U.S. 95 Corridor Study draft corridor plan will be available for review in Fall 2010.

South Biking/Walking Trail System, Caldwell (TRANSPORTATION ENHANCEMENT)

- This 2010 project will construct one mile of multi-use pathway and 2.1 miles of bicycle lanes connecting the Caldwell City Library, YMCA and various Caldwell Schools. The project has advanced to the PS&E phase, but is awaiting approval of funding. Caldwell is the local sponsor.

Airport/Overland Realignment Study, Nampa (LOCAL URBAN)

- This project will study alignments that extend Overland Road from the new Overland Road/Ten Mile Road Intersection west to a connection point just east of Nampa. The corridor study area is approximately four miles long and about two and a half miles wide. The corridor plan will evaluate feasible alignment alternatives and associated environmental, transportation, land use and landowner issues. Nampa is the local sponsor

Homedale Road, Beet Road to Farmway Road (OFF SYSTEM)

- This project is an overlay, scheduled for construction in FY2010. The Canyon Highway District #4 is the local sponsor.

Amity Road, Chestnut to Robinson Road, Nampa (LOCAL URBAN)

- This FY11 project will widen Amity Avenue in Nampa to four lanes from Chestnut Street to Kings Road. The project includes curb, gutter, sidewalks and drainage. The city of Nampa is the local sponsor.

Int. Star & Franklin Roads (LOCAL URBAN)

- This F12 project will construct a 180-foot diameter expandable outward single-lane roundabout at the intersection of Star and Franklin roads in Nampa. The city of Nampa is the local sponsor.

Elmore County

I-84, Regina to Cleft eastbound

- This is a pavement preservation project involving approximately 12 miles of the eastbound lanes. The project is expected to advance to the PS&E stage in 2011 and construction is anticipated in summer 2012.

I-84, Mountain Home to Hammett

- This is a pavement preservation project. The project is expected to advance to the PS&E stage in the first quarter of 2011 and construction is anticipated in spring/summer 2012.

I-84, milepost 114 to District 3 border

- This is a pavement rehabilitation project. The project is expected to advance to the PS&E stage by Dec. 31, 2010 and construction is anticipated in spring/summer 2011.

Canyon Creek Bridge, North of Mountain Home (OFF SYSTEM)

- In this project, the bridge north of Mountain Home over Canyon Creek is being replaced. The project should be ready to advertise to potential contractors in late summer 2010. The Mountain Home Highway District is the local sponsor.

Old Hwy 30 Railroad Crossing, near Mtn. Home (STP – RAIL)

- This is a safety improvement project involving the installation of crossing surface upgrade, signals, gate arms and advanced warning signs. The project is located on old U.S. 30 near Mountain Home also identified as Railroad Milepost 406.24 of the Union Pacific Railroad Mainline track. The Mountain Home Highway District is the local sponsor. Construction is likely in Spring 2011.

Pine Road Bridge, Mountain Home (OFF SYSTEM)

- When this project began, the idea was to repair this bridge at the upper end of Anderson Ranch Reservoir. But further investigation revealed that scour had caused significant deterioration. The bridge needs to be replaced. The Mountain Home Highway District is the local sponsor. The project is scheduled for FY12.

Gem County

Substation Road Bridge, Emmett (OFF SYSTEM)

- The intention of this project is to replace the two-lane bridge with one that fits the new road, which is five lanes wide. The city of Emmett is the local sponsor of this FY12 project.

Owyhee County

Idaho 19, Corridor Study

- The Idaho 19 corridor plan will develop a near-term (10-year) plan that identifies current and future highway needs on State Highway 19 beginning at Caldwell and extending to Wilder, then south through Homedale to the Oregon State Line, finishing at Oregon State Highway 201. Public meetings were held in Caldwell and Homedale in mid-October 2009. The study is expected to be finished by Dec. 31, 2010.

Idaho 51, Sheep Creek Road to Tindall Road

- This is a 10-mile pavement rehabilitation (overlay) project, about 30 miles south of Mountain Home. Tentatively, work involves an in-place recycle followed by a thin overlay. The project is expected to advance to the PS&E stage in Dec. 2011 and construction is anticipated in FY12.

Idaho 51, Tindal Road to milepost 33

- This is a pavement rehabilitation project. The project is expected to advance to the PS&E stage in December 2011 and construction is anticipated in FY12.

Idaho 51, Grasmere to milepost 47

- This is a pavement rehabilitation project. The project is expected to advance to the PS&E stage in December 2011 and construction is anticipated in FY11.

Idaho 51, milepost 47 to 60

- This is a pavement rehabilitation project. The project is expected to advance to the PS&E stage in December 2010 and construction is anticipated in FY11.

Idaho 55 Corridor Study

- ITD is studying Idaho 55 to identify current and future needs throughout the corridor. This study will result in a corridor plan that identifies policies and projects important to the development of this major arterial over the next 20 years. The corridor originates at the Idaho/Oregon/Nevada junction with U.S. 95 and serves six counties, ending at the junction of U.S. 95 in New Meadows. The corridor is an important route that supports the regional daily commute, the long-haul trucking industry and recreational traffic. Public meetings on Idaho 55 have been held in Canyon County this fall, and one was held in Marsing April 16. The Idaho 55 Corridor Study draft corridor plan will be available for review in Fall 2010.

Idaho 78, Grand View to Jct. Idaho 51

- This is a pavement rehabilitation project. This project is expected to go to bid this fall, but be constructed in 2011. This project is companioned with a preventative maintenance project on Idaho 51 from milepost 60-76.

U.S. 95 Corridor Study

- ITD is studying U.S. 95 from the Idaho border in Owyhee County to Pinehurst at the Adams / Idaho County line. The study will result in a corridor plan that identifies important improvement projects over the next 20 years. U.S. 95 runs north to south through western Idaho. It provides an important north-south international transportation link for long-haul freight between Mexico and Canada. Recreational travelers and local traffic share the road with long-haul trucks, straining the roadway capacity as surface transportation demand continues to grow. Public meetings on U.S. 95 were held in Fruitland, Payette and Homedale in late 2008. Additional meetings on access management were held in Payette July 7 and Fruitland July 8. The U.S. 95 Corridor Study draft corridor plan will be available for review in Fall 2010.

U.S. 95, Oregon State Line to milepost 16

- This project involves the rehabilitation of 16 miles of U.S. 95, from the Oregon State Line northeast into Owyhee County. Part of the resurfacing is to be done using the CRABS (Cement Recycled Base Asphalt Stabilization) method, and part will be a traditional mill and overlay. Construction is anticipated in 2011.

Jordan Creek Bridge & Reynolds Creek Bridge (OFF SYSTEM)

- Two remote one-lane bridges are being replaced in these FY14 companioned projects. The project is expected to advance to the PS&E stage by summer. Owyhee County is the local sponsor.

Payette County

Iowa Avenue, Center Avenue to Jct. US 95, Fruitland (OFF SYSTEM)

- This project includes reconstruction, widening, and the addition of bike and pedestrian facilities to accommodate a new junior high on a rural county road. Payette County is the official sponsor of this work, but this project (which was in the county) has now been annexed into the city. It is scheduled for 2011 construction.

SW 3rd St.; Iowa Avenue to Jct. U.S. 95, Fruitland (OFF SYSTEM)

- The design has started on this FY12 project. This is a reconstruction of the main street through the old downtown. The pavement is old and excessively patched, sidewalks are

crumbling, and there are drainage issues, etc. The city of Fruitland is the local sponsor.

Sand Hollow, Payette County, Phase 1 (OFF SYSTEM)

- This is a pavement surface rehabilitation project. They also are replacing several culverts before upgrading the road. Highway District #1 is the local sponsor. The project is scheduled for FY12 construction.

Valley County

Idaho 55 Corridor Study

- A public meeting on Idaho 55 was held in McCall Oct. 29, 2008 and Cascade Aug. 27, 2009. The Idaho 55 Corridor Study draft corridor plan will be available for review in Fall 2010.

Idaho 55, Banks to Round Valley Rockfall Mitigation

- This is a rockfall mitigation project scheduled for Fall 2010. The project may add netting to prevent falling rocks from entering the roadway, which also will include the removal of loose rock from the rockfall zone. This project is expected to have a bid opening this summer. To minimize interference with heavy summer recreational traffic, construction won't begin until after Labor Day. It cannot begin until Sept. 6, 2010 and must be finished by mid-November.

Idaho 55, milepost 82 to Boise National Forest Boundary

- This is a nine-mile (milepost 82-91) pavement preservation/resurfacing project currently being designed, and scheduled to advance to the PS&E stage in FY12.

Idaho 55, Payette River Bridge south to Payette River Bridge (Cascade)

- This two-mile pavement preservation/resurfacing project extends from milepost 114-116 in downtown Cascade and is currently being designed, and scheduled to advance to the PS&E stage in FY12.

Idaho 55, Cascade to Donnelly

- This is a thin-lift overlay pavement preservation/resurfacing project from milepost 115.9 to 131. It is currently being designed, and advanced to the PS&E stage March 1. Construction should occur in 2011.

Idaho 55, D3 FY10 Bridge Deck Life Extension

- This is a bridge-deck crack repair, crack seal and full-width deck seal (concrete waterproofing) on three bridges in Ada and Valley counties – bridges at Lake Fork (mp 135.35), Boulder Creek (mp 130.99) and Dry Creek (mp 48.29). Construction is expected in August/September 2010. This work is to extend the life of the bridge decks, and the damage is caused by regular aging and wear-and-tear. Contractor's bids will be opened July 13.

Washington County

U.S. 95 Corridor Study

- A public meeting on U.S. 95 was held in Weiser in Nov. 2008. The U.S. 95 Corridor Study draft corridor plan will be available for review in Fall 2010.

Airport Road Railroad Crossing, south of Weiser (OFF SYSTEM)

- The Airport Road Railroad Crossing (about 100 feet from U.S. 95 on Airport Road) project will consist of upgrading the crossing planking material, adding new signals with gate arms and additional signage to improve the safety for the traffic over the crossing. The crossing is about 1.5 miles south of Weiser. Union Pacific Railroad crews will perform the work, with

ITD participating financially as a reimbursement arm for the cost of the improvements they construct (such as installing the planking, signals and gate arms). The decking has to be upgraded for the signal and gate arms to operate properly. ITD has run into issues involving getting the needed agreement approved and returned from the railroad. When this agreement is received, construction can move forward.

U.S. 95, Weiser River Bridge Replacement

- This project will replace the existing two-lane bridge on the south side of Weiser on U.S. 95 with a new three-lane bridge. The project is currently being designed, and is scheduled to advance to the PS&E stage in FY12.

Projects Under Construction/Beginning Soon

Ada County

Idaho 16, Intersection of Floating Feather Road

A turn bay will be added at this intersection to serve north- and southbound traffic. A 10-foot irrigation structure (concrete box culvert) exists within the projects limits and will be extended on both sides of Idaho 16 to allow for the lane addition. The project also involves some road widening. It can start anytime after January 1 and has to be complete by May 1.

- Apparent Low Bidder: Deer Flat Sand & Gravel Inc. (Nampa)
- Amount: \$265,887
- Est. Start: Jan. 2011
- Est. Completion: Early Summer 2011

U.S. 20/26, Jct. I-84 to Eagle Road

This 15-mile seal coat runs from milepost 25.3 to 40.2. (intersection of U.S. 20/26 and Eagle Road). This project is companioned under one contract with:

Idaho 55, Overhead Message Board to Horseshoe Bend South City Limits

This seal coat covers 13 miles, from milepost 50.3 to 63.3.

- Apparent Low Bidder: Kloepper Inc. (Paul)
- Amount: \$1,876,474
- Est. Start: July/August 2010
- Est. Completion: Late summer 2010

U.S. 20, Ridenbaugh Canal To Jct. I-84

This is a pavement rehabilitation project located on Broadway Avenue between the Ridenbaugh Canal and the south side of the I-84 Interchange. Construction will take place overnight (8 p.m. to 6 a.m.).

- Contractor: Central Paving Co. Inc. (Boise)
- Amount: \$556,020
- Est. Start: Mid- to Late July 2010
- Est. Completion: Late summer 2010

I-84, Garrity to Meridian, Corridor Traffic Control (GARVEE)

This project will be for all of the traffic control coordination in the Garrity to Meridian construction corridor, a six-mile stretch of roadway, during the I-84 reconstruction and widening.

- Contractor: Specialty Construction Supply (Boise)
- Amount: \$5,066,081
- Started: May 2008
- Est. Completion: summer 2010

I-84, Ten Mile Interchange, Meridian (GARVEE)

This project will construct a full Single-Point Urban Interchange (SPUI) at Ten Mile Road, to replace the bridge built in 1964. The finished product will also have bike paths, pedestrian crossings and sidewalks.

- Contractor: Staker & Parsons dba Idaho Sand & Gravel (Nampa)
- Amount: \$33,798,013
- Started: July 29, 2008

- Est. Completion: Late summer 2011

I-84, Ten Mile Rd Interchange Landscaping

This project includes the planting of “un-mown” grass and shrubs in the four (4) SPUI interchanges islands and two (2) median islands on Ten Mile Road, rock mulching, concrete borders, and the installation of an irrigation system for the islands and portions of the ramp & Ten Mile Road roadway slopes. Construction will occur after the islands and roadway slopes areas are constructed as part of the ongoing Ten Mile IC project.

- Contractor: Franz Witte Landscape Constructing (Boise)
- Amount: \$580,281
- Est. Start: Summer 2011
- Est. Completion: Late summer 2011

I-84, Cole Interchange to Broadway Interchange Freeway Widening (GARVEE)

This 22-month project rebuilds and widens 3.5 miles of I-84 to four lanes in each direction from the Cole Interchange to the Broadway Interchange, adding two new lanes each way. Widening will occur in the median area of the existing roadway and will include a permanent median barrier separating traffic to improve safety.

- Contractor: Concrete Placing Co. (Boise)
- Amount: \$35,902,942
- Started: Sept. 20, 2009
- Est. Completion: Summer 2011

I-84, Vista Avenue Interchange (Stimulus)

This project will rebuild the Vista Interchange (the bridge was built in 1969) with a Single Point Urban design, which places a traffic light at the center and allows for protected left turns in each direction. This will add traffic capacity and accommodate future lanes on I-84.

- Contractor: Central Paving Co. (Boise)
- Amount: \$17,786,796
- Started: July 9, 2009
- Est. Completion: September 2010

8th Street School Sidewalks, Meridian

This is a “Safe Routes to School” project.

- Contractor: WF Construction & Sales LLC (Meridian)
- Amount: \$128,082
- Started: December 2009
- Est. Completion: Summer 2010

All of the following are stimulus-funded, local-sponsored projects located throughout Ada County. ITD is the steward of the federal money. These are just like typical locally sponsored projects except there is no local match – they are 100% federally funded:

- **FY010 ACHD Overlays:**
Central Paving Co. (Boise), Apparent Low Bidder - \$2,233,986
- **North Ada County Sidewalk Repair/Ada Accessibility:**
Perkins Construction (Boise), Apparent Low Bidder - \$316,193
- **Northeast Boise Downtown Sidewalk Improvements:**
Braun-Jensen Inc. (Payette), Apparent Low Bidder - \$414,000
- **36th Street Pedestrian Bridge, Garden City:**
Guho Corp. (Eagle), Apparent Low Bidder - \$409,926

Adams County

Indian Valley Road, south of Council (OFF SYSTEM)

This is a 2.8-mile pavement preservation/resurfacing project from the end of pavement to the intersection with West Indian Valley Road. Improvements consist of repairing areas of distressed pavement, overlaying a portion of the roadway, and applying a seal coat on a portion of the roadway. Adams County is the local sponsor of the project. The project is located about 10 miles south of Council off U.S. 95.

- Contractor: Knife River Corp. Northwest (Boise)
- Amount: \$349,065
- Started: June 14, 2010
- Est. Completion: Late Summer 2010

Boise County

Idaho 21, Bridge Deck Preservation

This project involves an experimental way of awarding highway contracts – a method that has the potential to save the Idaho taxpayers and the department money and time while making the bidding process more efficient. This “Fixed Price/Best Value” contracting will be used on a package of 10 bridge deck rehabs along Idaho 21.

- Apparent Low Bidder: Trusedell Corp. (Tempe, Ariz.)
- Amount: \$700,000
- Est. Start: July/August 2010
- Est. Completion: Winter 2010

Idaho 21, Wildlife Collision Avoidance (Stimulus)

This project includes the construction of a wildlife underpass structure with fencing on Idaho 21 near milepost 18 to allow big game species such as deer and elk to cross the highway and reduce the number of vehicle/animal collisions. This area is located within a larger corridor that has been identified as a safety concern due to the high number of documented collisions between motorists and deer and elk. Each year between 150-210 collisions with mule deer and 5-10 collisions with elk have been recorded within this roadway corridor. In the past 36 years, collisions with deer in this area have cost Idaho motorists about \$17.4 million. On an annual basis this amounts to about \$483,000.

- Contractor: McAlvain Civil Constructors (Boise)
- Amount: \$1,755,857
- Est. Start: July 12, 2010
- Est. Completion: Late summer 2010

Idaho 21, Robie Creek Road/Lucky Peak High Bridge to Idaho City

This 17-mile (mp 22-39) thin-lift overlay (1.8 inches) project was advanced to FY10 using savings from other FY10 projects.

- Contractor: Central Paving Co. (Boise)
- Amount: \$2,070,983
- Est. Start: Mid-September 2010
- Est. Completion: Mid-October 2010

Idaho 21, Lowman to Banner Creek Summit

This is a two-step seal coat from milepost 70.7-91.6 and from 97.5-105.5. An upcoming project will address the segment between the two.

- Apparent Low Bidder: Snake River Construction (Twin Falls)
- Amount: \$1,124,390
- Est. Start: Late Summer 2010
- Est. Completion: Early Fall 2010

Canyon County

Int. Cemetery Road and SH 44, Middleton (OFF SYSTEM)

This project has advanced to the PS&E stage. The road is being relocated to align with a future edition of Cemetery Road on the opposite side of State Highway 44 in Middleton. The current segment of Cemetery Road will become a Cul-de-sac. The city of Middleton is the local sponsor of this 2010 project.

- Contractor: Nampa Paving & Asphalt Co. (Nampa)
- Amount: \$884,304
- Est. Start: July 2010
- Est. Completion: Fall 2010

I-84, Franklin to 11th Widening (GARVEE)

The project will improve I-84 between the Franklin and Garrity interchanges by widening the interstate to three lanes in each direction and adding an auxiliary lane for eastbound traffic. The project also includes the replacement of the Union Pacific Railroad and Phyllis Canal bridges, and is funded by bid savings.

- Contractor: Concrete Placing Co. (Boise)
- Amount: \$22,208,437
- Est. Start: Late June, 2010
- Est. Completion: Late Spring 2012

I-84, 11th Avenue Underpass structure [GARVEE]

The project involves the replacement of the 11th Avenue Overpass to allow for future additional lanes on I-84. The structure is located between the Franklin and Garrity interchanges in Nampa.

- Contractor: McAlvain Civil Constructors Inc. (Boise)
- Amount: \$4,065,621
- Started: May 11, 2010
- Est. Completion: Winter 2010

I-84, Garrity Blvd. Interchange Bridge Widening [GARVEE]

This project will replace the two existing bridges carrying I-84 traffic over Garrity Boulevard with a single, wider bridge to allow for additional lanes on the interstate. Reconstruction of I-84 for about one-half mile on each side of the bridge will be included.

- Contractor: Concrete Placing Co. Inc (Boise)
- Amount: \$14,979,188.50
- Started: January 10, 2010
- Est. Completion: June 2011

I-84, Garrity to Meridian, Corridor Traffic Control (GARVEE)

This project will be for all of the traffic control coordination in the Garrity to Meridian construction corridor, a six-mile stretch of roadway, during the I-84 reconstruction and widening.

- Contractor: Specialty Construction Supply (Boise)
- Amount: \$5,066,081
- Started: May 2008

- Est. Completion: summer 2010

Franklin & 21st Avenue reconstruction, phase II and III (OFF SYSTEM)

In this project, crews will put in a new traffic signal at the intersection and realign Commercial Way to tie into Specht Road. Franklin Road also will be realigned slightly to the northeast, while Commercial Way will be realigned slightly to the southwest. The City of Caldwell is the local sponsor of this project.

- Contractor: Central Paving Co. Inc. (Boise)
- Amount: \$1,662,779
- Started: January 13, 2010
- Est. Completion: August 2010

Notus Road, Jct. SH 19 to Red Top Road (OFF SYSTEM)

Golden Gate Highway District has proposed a pavement rehabilitation of Notus Road, a two-lane rural roadway that runs north and south between SH 19 and Red Top Road in Canyon County. The project length is approximately 1.5 miles.

- Contractor: Idaho Sand & Gravel (Nampa)
- Amount: \$377,377
- Est. Start: Mid-August 2010
- Est. Completion: Late Fall 2010

Elmore County

Strike Dam Cutoff Road, Elmore County (OFF SYSTEM)

The Strike Dam Cutoff Road project is a locally sponsored project by the Mountain Highway District. Strike Dam Cutoff Road currently is a two-lane unpaved rural route in rolling terrain, primarily carrying recreational traffic to the C.J. Strike Dam Reservoir Recreational Area. The roadway, from milepost 100-107.2, will be paved, saving on annual maintenance costs. The project begins at the intersection of Idaho 67 and extends approximately one-quarter mile north of the C.J. Strike Dam.

- Contractor: Western Construction Inc. (Boise)
- Amount: \$1,859,999
- Started: March 23, 2010
- Est. Completion: Fall 2010

Gem County

Idaho 52, Emmett to Sweet-Ola Highway

This is a seal coat project from milepost 31.85 to 45.

- Apparent Low Bidder: Kloepper Inc. (Paul)
- Amount: \$994,454
- Est. Start: August 2010
- Est. Completion: September 2010

Ola Highway, Kirkpatrick Road North (OFF SYSTEM)

Gem County has proposed a pavement preservation of Ola Highway, a two-lane rural roadway that runs north and south starting at Kirkpatrick Road and proceeding north. The project length is approximately 3.7 miles. This is a stimulus-funded overlay.

- Contractor: C&A Paving Company (Boise)

- Amount: \$385,487
- Est. Start: Summer 2010
- Est. Completion: Winter 2010

Main Street, Boise Avenue to Washington Street, Emmett (OFF SYSTEM)

This is a one-mile long improvement project for Main Street in Emmett, from the intersection of Boise Avenue to the intersection of Washington Street (Idaho 52). Work will include pavement rehabilitation to remove excessive rutting and cracking, with pothole repair and slope work included for proper drainage. Sidewalks will be replaced, along with curb and gutter work. The city of Emmett is the local sponsor for this project.

- Contractor: WF Construction & Sales LLC (Meridian)
- Amount: \$475,485
- Started: April 23, 2010
- Est. Completion: Early Fall 2010

Owyhee County

Idaho 51, Nevada State Line to Sheep Creek Road

This is a 20-mile pavement rehabilitation and preservation project on a two-lane road, about 70 miles south of Mountain Home. The first 11.4-mile stretch will receive a thin overlay of asphalt (about 1.8 inches), and the entire 20-mile area will be seal coated. A scrub coat, to mitigate cracking, is also proposed for the first eight miles of the project.

- Contractor: Valley Paving & Asphalt Co. (Cottonwood)
- Amount: \$1,921,993
- Est. Start: July 2010
- Est. Completion: Late Summer 2010

Idaho 78, Jct. Idaho 55 to Givens Hot Springs, Givens to Jct. SH 45

These projects rehabilitate about 20 miles of pavement on Idaho 78 - 11.5 miles from the junction of Idaho 55 to Givens Hot Springs, and 8.3 miles from Givens to the junction of Idaho 45.

- Contractor: Idaho Sand & Gravel (Nampa)
- Amount: \$2,644,978
- Est. Start: July 6, 2010
- Est. Completion: Early Winter 2010

Idaho 78, Murphy south to milepost 37

This is a 7.9-mile pavement rehabilitation project, from milepost 29.1 to 37 on this rural, two-lane road. The road will receive a 1.8-inch overlay, to extend the life of the roadway and provide a smoother ride for motorists.

- Apparent Low Bidder: Central Paving Co. (Boise)
- Amount: \$957,906
- Est. Start: Late Summer 2010
- Est. Completion: Fall 2010

U.S. 95, Jct. Idaho 55 to Homedale South City Limits

This is a 7.5-mile pavement rehabilitation project using the CRABS (Cement Recycled Asphalt Base Stabilization) method. A project by state maintenance forces preceded this work and added to the gravel shoulders in that area in preparation. This project also is companioned with a thin-lift overlay (1.8 inches) resurfacing from the Marsing Port of Entry to the junction with Idaho 55, about an 8.5-

mile stretch.

- Contractor: Western Construction Inc. (Boise)
- Amount: \$3,491,347
- Est. Start: August 2010
- Est. Completion: Early Winter 2010

Payette County

Idaho 52/72, (1) Payette East City Limits to Jct. Idaho 72, (2) Jct. U.S. 30 to Jct. Idaho 52:

These are companion 2010 pavement rehabilitation projects. The scope for this two-month project includes a thin overlay on about 14 miles of rural highway and guardrail upgrades.

- Contractor: Western Construction (Boise)
- Amount: \$1,978,111
- Est. Start: Late July 2010
- Est. Completion: Fall 2010

U.S. 95, Payette River Bridge, South of Payette

This U.S. 95 project will replace the northbound truss bridge (built in 1927) located on U.S. 95 between Fruitland and Payette. The new bridge will be two-feet higher off the water, will allow unlimited vertical clearance and be 84 feet in width, eliminating current safety concerns regarding width and height restrictions. It includes minor roadway realignment to tie into the new bridge location.

- Contractor: JC Constructors Inc. (Meridian)
- Amount: \$6,170,075
- Est. Start: Mid-July 2010
- Est. Completion: Late summer 2012

U.S. 95, (1) North Payette City Limits to South Payette City Limits, (2) North Fruitland to South Payette, (3) Snake River Bridge to Jct. U.S. 95, Fruitland

These three companion pavement rehabilitation projects encompass about six miles, from north Fruitland to north Payette. Work also includes about one-half mile of U.S. 30 between the Snake River and Fruitland.

- Contractor: Knife River Corp. (Boise)
- Amount: \$2,058,414
- Started: June 2, 2010
- Est. Completion: Late summer 2012

I-84, Black Canyon to Sand Hollow, west of Caldwell

During this six-month project funded by savings from the original stimulus projects, the I-84 roadway surface will be repaired and improved beginning west of the Black Canyon Interchange and extending for five miles to east of the Sand Hollow Interchange. Several badly damaged concrete slabs in that stretch will be removed and replaced. Repairs also will include resealing pavement joints, repairing pavement cracks and chips, grinding portions off of the existing pavement surface and completing guardrail safety improvements.

- Contractor: Multiple Concrete Enterprises (Ogden, UT)
- Amount: \$6,894,419
- Started: April 26, 2010
- Est. Completion: Fall 2010

S. Pennsylvania Avenue, U.S. 95 to SW 4th Street, Fruitland (OFF SYSTEM)

This project would include a mill and overlay of existing pavement between U.S. 95 and SW 4th Street. Improvements to the existing crosswalks and advanced signing would be constructed to increase pedestrian safety. After the mill/inlay, pavement markings would be replaced and will improve vehicle circulation at the Elementary and Middle Schools. The city of Fruitland is the local sponsor of this project.

- Contractor: Irvco Asphalt & Gravel Inc. (Fruitland)
- Amount: \$297,856
- Started: June 7, 2010
- Est. Completion: Late summer 2010

Valley County

Idaho 55, Gold Dust Road Turn Bay, south of Cascade

This project will construct a left-turn lane on Idaho 55 for Gold Dust Road at milepost 112, about 1.5 miles south of Cascade.

- Apparent Low Bidder: Knife River (Boise)
- Amount: \$176,594
- Est. Start: Late Summer 2010
- Est. Completion: Late Fall 2010

Idaho 55, Donnelly North City Limits to Deinhard Lane (McCall)

This is a nine-mile pavement preservation/resurfacing project (milepost 131.6-141.5) between Donnelly and Deinhard Lane using the Cement Recycled Asphalt Base Stabilization (CRABS) resurfacing method. It also involves some drainage work. Bid justification was received in mid-June.

- Apparent Low Bidder: Knife River (Boise)
- Amount: \$3,588,347
- Est. Start: Summer 2010
- Est. Completion: Late Summer 2010

Washington County

U.S. 95 Spur, Snake River Bridge, Weiser

This project replaces the Snake River Bridge connecting Annex, Oregon to Weiser. This project is nearing completion – only seeding and final clean up items remain.

- Contractor: Sletten Construction (Boise)
- Amount: \$10,015,956
- Started: March 10, 2008
- Est. Completion: July 2010

*For current driving information on Idaho highways,
visit 511.idaho.gov or dial 5-1-1.*

